

PLANNING & DEVELOPMENT SERVICES DEPARTMENT REPORT

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DATE: May 3, 2001

TO: Orange County Zoning Administrator

FROM: Planning and Development Services Department/Current Planning Services Division

SUBJECT: Public Hearing on Planning Application PA01-0002 for Site Development Permit

PROPOSAL: Construction of a 156-unit condominium complex, including both "flats" and townhomes, on an 8.4 acre parcel in Planning Area 3 (Subarea 3B) of the Ladera Planned Community. A public hearing is required for this proposal because the applicant is requesting use of adjacent public street parking as provided for by Area Plan PA-99-0200. This proposal also includes a model sales complex. Parking for 376 vehicles is provided utilizing both on-site and on-street parking.

LOCATION: The Ladera Planned Community is located in southeastern Orange County. The project site is located south of Crown Valley Parkway, west of Antonio Parkway. Fifth Supervisorial District.

APPLICANT: Shea Homes, project developer
DMB Ladera, LLC, property owner and master developer of Ladera Ranch
Planning Solutions, Inc., Jay Bullock, agent

STAFF William V. Melton, Project Manager

CONTACT: Phone: (714) 834-2541 FAX: (714) 834-4652

SYNOPSIS: Current Planning Services Division recommends Zoning Administrator approval of PA01-0002 subject to the attached Findings and Conditions of Approval.

BACKGROUND:

The project site is vacant and graded. This area of the Ladera PC is being marketed as the *Village of Avendale*. The applicant proposes the construction of 156 condominium units in 14 residential buildings. There are four buildings with four condominium units each and ten buildings with 14 condominium units each. The condominium units range in size from 1,110 to 1,540 square feet of living area with each condominium unit having either 2 or 3 bedrooms. Each condominium unit is provided with either a one- or two-car garage. The model home complex is located north of Abelia Street between Sellas Road and Strawflower Street.

The project conforms to all applicable site development standards and would normally be approved through an administrative site development permit. However the applicant proposes to use on-street parking on the adjacent public streets. The parking regulations of the Ladera PC permit limited on-street parking (as amended by PA99-0200 for Area Plan AP99-09). The area plan amended the parking

regulations to permit the limited use of on-street parking for overall parking requirement fulfillment, provided approval of a Site Development Permit was through the public hearing process by the Zoning Administrator. Additional discussion of the on-street parking is presented further in this report.

SURROUNDING LAND USE:

Direction	Planning Area	Land Use Designation	Existing Land Use
Project Site	3, Sub Area B	Residential	Vacant, graded
North	3, Sub Area B	Residential	Vacant, graded, future park site
South	3, Sub Area B	Residential	Vacant, graded, future residential
East	3, Sub Area B	Residential	Vacant, graded, future residential
West	3, Sub Area B	Residential	Vacant, graded, future residential

REFERRAL FOR COMMENT AND PUBLIC NOTICE:

A Notice of Hearing was mailed to all owners of record within 300 feet of the subject site. Additionally, a notice was posted at the site, at the 300 N. Flower Building and as required by established public hearing posting procedures. A copy of the planning application and a copy of the proposed site plan were distributed for review and comment to nine County Divisions. As of the writing of this staff report, no comments raising issues with the project that could not be addressed through the conditions of approval have been received from other County divisions.

CEQA COMPLIANCE:

The proposed project is covered by Final EIR 555, previously certified on October 17, 1995 (Exhibit 3). Prior to project approval, the Zoning Administrator must find this EIR adequate to satisfy the requirements of CEQA. Appendix A contains the required CEQA Finding.

DISCUSSION/ANALYSIS:

The purpose of a Site Development Permit for this proposal is to verify that the proposal conforms to the site development standards of the applicable Ladera Planned Community regulations. Architectural plans were also reviewed and found to conform to the design guidelines of this planning area. The project design is a traditional concept whereby garages are entered from an alley or interior motor court. Staff review of this proposal determined that the proposal does conform to the overall traditional neighborhood design theme necessary to allow public street parking per PA99-0200 (Area Plan AP99-09). In addition, staff has determined that the project is in compliance with all other applicable Ladera Planned Community site development standards for Residential Planning Areas and Multiple Family Dwellings (Ladera PC Section III.4, pages 51-59), as summarized in the chart below.

Standard	Required	Proposed
Building site area	5,000 sq. ft.	365,904 sq. ft.
Area per unit	1,000 sq. ft.	2,346 sq. ft.
Building height	35 feet	35 feet
Building site coverage	60%	34%
Setback	10 feet	10 feet min.
Usable open space	10 %	37%
Total parking	372 spaces	376 spaces (84 open including 31 guest)
On-site	--	343 (292 garage)
Off-site, on-street	--	33

Model Home Sales Complex

A model homes sales complex is proposed for this project. The complex is located north of Abelia Street, between Strawflower Street and N. Sellas Road. Access to the complex is from Strawflower Street. The model homes and sales office is located in building No. 15. A parking area for 14 cars is located where future building 14 will be located. The model complex also includes the typical informational and directional signage along with flags and pennants (a total of ten). The total time permitted for a model complex is three years; which includes an initial approval period of two years with an extension of time that may be granted not to exceed a period of one additional year.

On-street Parking Credit (AP99-09)

The purpose of the public hearing requirement for this Site Development Permit is based on the amendment to the off-street parking regulations for Planning Sub-Area 3B. Planning Application PA99-0200, which was an area plan amendment (AP99-09), was approved by the Planning Commission on January 11, 2000. AP99-09, among other things, permits limited street parking on certain adjacent public streets to satisfy the project's parking requirements, provided the project conforms to certain design guidelines, referred to as *Traditional Neighborhood Design*, and is reviewed and approved by the Zoning Administrator at a public hearing. Exhibit 2 is a chart of the design guidelines and how this project demonstrates compliance with the Area Plan design requirements.

For this proposal, several boundary streets may be utilized for on-street parking as shown in the following chart. Avendale Blvd. is also a boundary the site, but cannot be used for parking credit. The following chart shows the total available parking on the five adjacent public streets and the number of parking spaces that can be allowed in the parking calculations for this proposal.

Street	Parking spaces	Allowed credit	Allowed parking spaces
S. Sellas Street	35	40%	14
Abelia Street	4	60%	2
Strawflower St.	2	60%	1
Gillyflower Street	7	60%	4
Zinnia Street	20	40%	12
Total	68	--	33

Area Plan AP99-09 contains a condition requiring a site-specific traffic study for on-street parking be submitted prior to the approval of any Site Development Permit that proposes to utilize on-street parking. In conformance with that condition, the applicant maintains a traffic study that is reviewed by the County on a regular basis. The traffic study for this proposal indicates Sellas Road South is anticipated to handle between 1,000 and 3,000 ADT. Area Plan AP99-09 allows credit for up to 40% of the parking available along streets with this level of anticipated traffic. The traffic study for this proposal indicates Abelia, Strawflower, Cornflower and Zinnia streets are anticipated to handle less than 1,000 ADT. Area Plan AP99-09 allows up to 60% of the parking available along streets with this level of anticipated traffic. Avendale Boulevard also borders the site, but cannot be used for parking credit due to average daily trips in excess of 3,000 ADT. The chart above demonstrates the allocated allowable credit provided on each street in accordance with the Area Plan AP99-09.

In addition to the on-street parking using ADT shown above, AP99-09 also has a provision that permitted on-street parking is capped at a certain level based on project density. Based on this project's density of 16 dwelling units per acre, the proposed project is capped at 0.4 public street parking spaces per unit, or 63 spaces serving 156 dwelling units. Since the proposed 33 on-street parking spaces based on the ADT method is lower than that permitted by the density method, then the 33 ADT spaces is the maximum allowed credit available under the area plan.

CONCLUSION:

Based on the review of the proposal, staff finds that the proposed 156-unit condominium proposal with associated on-street parking credit conforms to all applicable regulations of the Ladera Planned Community. The proposal is in line with the traditional neighborhood design theme for subarea 3B. The

public street parking proposed conforms to Area Plan AP99-09 and the guidelines allowing street parking credit. The model home sales complex conforms to standards and is typical of others approved in Ladera. Staff supports the proposal and make a recommendation as follows.

RECOMMENDED ACTION:

Current Planning Services Division recommends the Zoning Administrator:

- a. Receive staff report and public testimony as appropriate; and,
- b. Approve Planning Application PA01-0002 for Site Development Permit subject to the attached Findings and Conditions of Approval.

Respectfully submitted

Chad G. Brown, Chief
CPSD/Site Planning Section

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APPENDICES:

- A. Recommended Findings
- B. Recommended Conditions of Approval

EXHIBITS:

1. Applicant's Letter of Explanation
2. Area Plan AP99-09 on-street parking guidelines conformation chart
3. Environmental Documentation
4. Site Plans

APPEAL PROCEDURE:

Any interested person may appeal the decision of the Zoning Administrator on this permit to the Orange County Planning Commission within 15 calendar days of the decision upon submittal of required documents and a filing fee of \$760.00 filed at the Development Processing Center, 300 N. Flower St., Santa Ana.

AREA PLAN AP99-09 ON-STREET PARKING GUIDELINES CONFORMATION CHART

Area Plan PA99-0200, Section 3.3 Conditions	PA01-0002 Compliance
1. Must conform with the following Projects Traditional Neighborhood Design concepts:	
a. Utilizes a “Grid-like” street system with a variety of housing types that blend together in a manner more typical of towns developed in the first half of the century.	The Village of Avendale (PA-3B) is characterized by a grid-like street system and a variety of housing types (i.e., single family detached, single family attached, town homes, condominiums and apartments)
b. Reduces the “walled in” character of builder neighborhoods and orient neighborhoods toward each other with shared local streets.	The perimeter dwelling units within the proposed project have been oriented out toward the adjacent public streets and surrounding residential projects. Project perimeter walls are not proposed.
c. Removes garages from local public streets and access them from alleys and auto courts so that porches, entries and architectural detail provide visually interesting and diverse character.	Garages for each proposed dwelling unit are accessed from private alleys and motor courts, not public streets.
d. Reduces the feeling of a “project” in the more affordable, attached housing neighborhoods by providing full width, public streets with street trees and sidewalks.	Sellas Road, Abellia, Strawflower, Cornflower and Zinnia streets will be constructed as full width public streets with street trees and sidewalks.
e. Creates a fine-grained public street system on which most homes, detached or attached, of a character that encourages parking, walking and visiting with neighbors.	The proposed project facilitates ample opportunities for walking, both within the project site, and to the recreation facilities in the surrounding neighborhood (i.e., the Avendale village club, community park and shared recreation area). In addition, porches on courtyards are also oriented to the surrounding streets, where possible.
2. Streets must be of a traditional design, characterized by adjacent buildings having a portion of their entries oriented directly to the street and traffic calming devices, such as tapers, must be utilized.	The surrounding streets within the <i>Village of Avendale</i> are of a traditional grid-like design. Avendale Blvd. includes a large landscape median and Abellia, Strawflower, Cornflower and Zinnia streets include tapers. The project design allows for "front door" access to surrounding public streets to the extent possible.

AREA PLAN AP99-09 ON-STREET PARKING GUIDELINES CONFORMATION CHART-Pg 2

Area Plan PA99-0200, Section 3.3 Conditions	PA01-0002 Compliance
3. On streets of between 0 and 1,000 ADT, no more than 60% of available spaces on local, public streets may be credited for required parking.	The average daily trips (ADT) on Abellia, Strawflower, Cornflower and Zinnia streets is anticipated to be between 0 and 1,000 ADT. Therefore, parking credit is being given for 19 of 33 available parking spaces along these public streets.
4. On streets of between 1,000 and 3,000 ADT, no more than 40% of available spaces on local, public streets may be credited for required parking.	ADT on Sellas Road is anticipated to be between 1,000 and 3,000 ADT. Therefore, parking credit is being given for 14 of 35 available parking spaces along this public street.
5. On streets greater than 3,000 ADT no on-site required parking may be credited.	ADT on Avendale Blvd. is anticipated to exceed 3,000 ADT. Therefore, no parking credit is assumed to be available along this public street.
6. No parking is allowed within 50 feet of an intersection corner.	No parking is proposed within 50 feet of an intersection corner
7. Only bedroom count methodology (Zoning Code Section 7-9-145.3.d.2.) can be utilized to calculate parking requirements.	The bedroom count methodology has been utilized to calculate parking requirements.
8. Parking allowed on local, public streets shall also be capped based on the density of the immediately adjacent proposed project, as follows: 9.0 to 14.9 du/ac 0.6 parking spaces per unit 15.0 to 17.9 du/ac 0.4 parking spaces per unit 18.0 du/ac and above 0.2 parking spaces per unit	Based on a project density of 16 du/ac, the proposed project is capped at 0.4 public street parking spaces per unit, or 63 spaces serving 156 dwelling units. The proposed 33 public street parking spaces, consistent with 3 through 5 above, is also consistent with this secondary cap of 63 spaces.
9. This parking modification shall be allowed only per Zoning Administrator approval of a site development permit consistent with 1 through 8 above.	The project, as shown above, is consistent with 1 through 8 above.